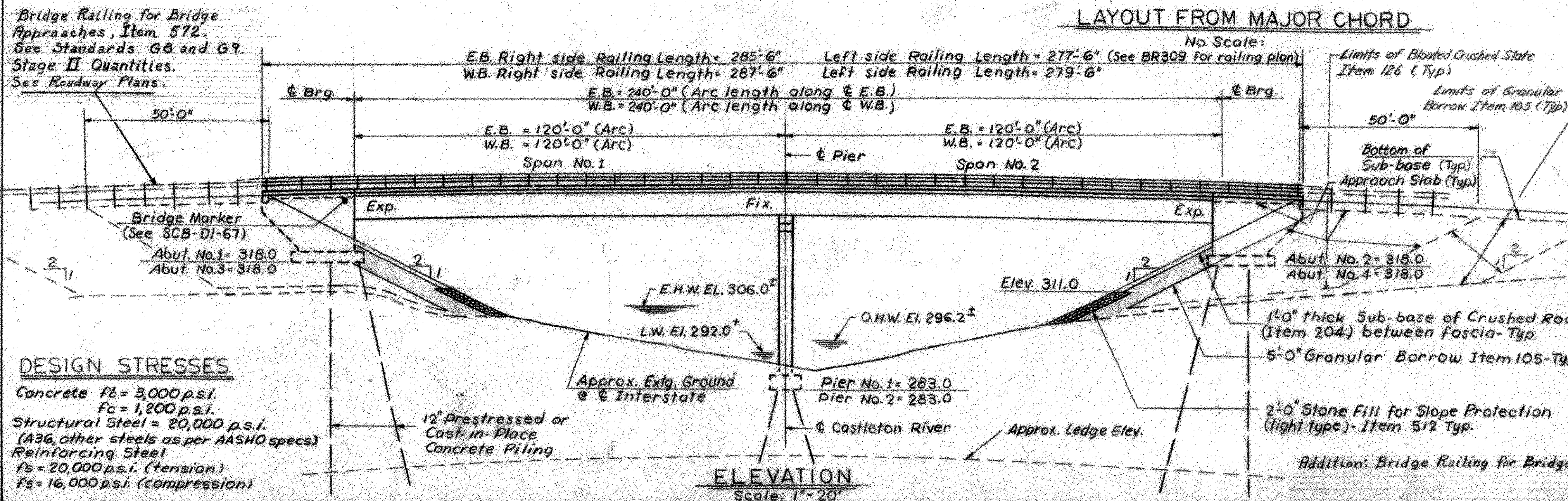
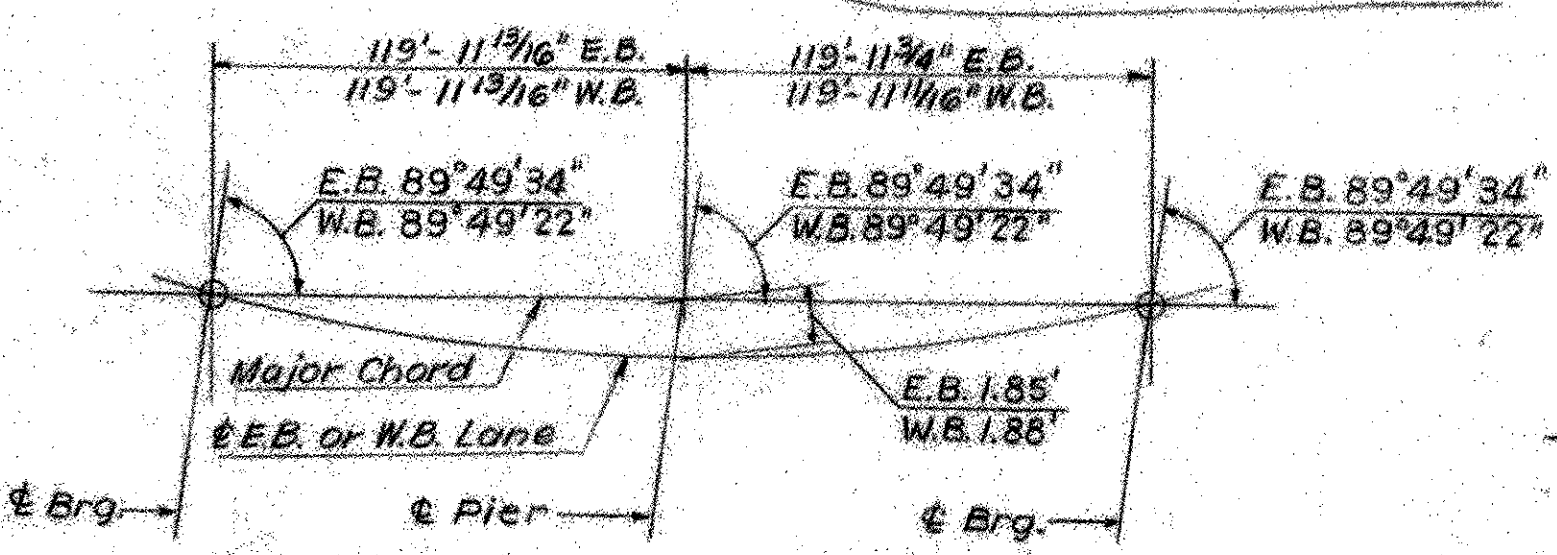


GENERAL NOTES:

- SPECIFICATIONS:**
All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway and Bridge Construction, dated 1964 and AASHTO Standard Specifications dated 1965, as modified by Current Interim Specifications.
- LIVE LOAD:**
Structure designed for HS20-44 loading modified for National System of Interstate Highways applied in accordance with the provisions of the AASHTO Standard Specifications Article 1.2.8.
- CONCRETE:**
All exposed edges of concrete shall be chamfered 1" unless otherwise noted. All construction joints to be made as shown on SCB-D6-67, Details B & C unless otherwise noted.
- REINFORCEMENT:**
All reinforcement to have a clear cover of 2", unless otherwise noted.
- DIMENSIONS:**
All dimensions given are measured horizontally or vertically unless otherwise noted. Dimensions given are for 68°F, unless otherwise noted. Elevation datum sea level based on nearest U.S. Government vertical control.
- STRUCTURAL STEEL:**
Item 404-A shall include all structural steel, copper, wrought iron, and any other materials indicated or required in the completed structure which are not otherwise classified. All structural steel shall be structural carbon steel conforming to the requirements of the specifications for steel bridges and buildings A.S.T.M. Designation A-36-62T, except as otherwise noted. The contractor shall submit complete details of the structural steel to the State of Vermont, Department of Highways, and receive their written approval prior to the start of fabrication. The steel details shall include provisions for cambering of beams for dead load deflection as well as erection diagrams and falsework details. The final coat of field paint shall be green.
- WATER REPELLENT:**
The top surface of safety walks, fascia, and back to the fascia beam under the slab, on the sides and ends of all pier caps, and on exposed areas of piers and abutments not otherwise treated shall be covered with Water Repellent (Item 440).
- FIELD BOLTING:**
Field bolted connections shall be made with $\frac{7}{8}$ " A325 High Strength Bolts. A490 bolts are not allowed.
- ABUTMENTS & PIERS:**
The top surfaces of all abutments and piers shall be sloped $\frac{1}{4}$ " ft. from the front edge of abutment curtainwalls or center lines of piers to drain except for bearing pads, which shall be level. Elevation of bridge seats given are for center line of bearings. The entire exposed top surface of abutments and piers shall be coated with Asphaltic-Asbestos Coating $\frac{1}{2}$ " thick as per Item 407 of the specifications. The application of this item shall be after all painting and incidental items are completed.
- GENERAL:**
Cross slopes of approach slabs to conform to the cross slope of the bridge. All expansion material shall be pre-molded cork containing no bitumen or asphalt.
- BITUMINOUS CONCRETE PAVEMENT:**
Bituminous concrete Pavement Item 361 Modified, Type IV shall be applied in two courses.
- PILES:**
Cast-in-Place Concrete Piling or Prestressed Concrete Piling. Type will be chosen by alternate bids. Design Load = 40 Tons/pile (Vertical); 0 Tons/pile (horizontal)
- PILE LOADING TESTS:**
Pile loading tests, Item 505, shall be used and paid for only when directed by the Engineer.

- NOTE:**
- Piers and Abutments are parallel to the ϕ of the channel.
 - Fill material will be Blasted Crushed Stone. The Blasted Crushed Stone will be protected by a 6" thick blanket as follows:
Below Elev. 311 - 2' of Item 512 & 4' of Item 105 (Limits as shown)
Above Elev. 311 & between fascia - 1' of Item 204 & 5' of Item 105.
Elsewhere 6' of Item 105.



DESIGN STRESSES

Concrete $f_c = 3,000$ p.s.i.
 $f_t = 1,200$ p.s.i.
Structural Steel = 20,000 p.s.i.
(A36, other steels as per AASHTO specs)
Reinforcing Steel
 $f_s = 20,000$ p.s.i. (tension)
 $f_s = 16,000$ p.s.i. (compression)

INDEX OF DRAWINGS

BR	DESCRIPTION	STANDARD
BR 301	PLAN & ELEVATION	
BR 302	QUANTITY SHEET	
BR 303	PRELIMINARY INFORMATION SHEET	SCB-DI-67 BE
BR 304	BORING LOG	NO
BR 305	BORING LOG	SCB-D5-67 DE
BR 306	BORING LOG	SCB-D6-67 AT
BR 307	SUPERSTRUCTURE DETAILS	SCB-D6-67 CO
BR 308	SUPERSTRUCTURE DETAILS	SB-R2-65 STEEL RAILING DETAILS (SHEETS 1&2)
BR 309	SUPERSTRUCTURE DETAILS	SB-R1-64 ALUMINUM RAILING DETAILS
BR 310	JOINT DETAILS	SCB-D2-67 HAUNCH DETAILS
BR 311	ABUTMENT No. 1, WINGWALL No. 1	SCB-D4-67 DECK REINFORCING LAYOUT AT ABUT.
BR 312	ABUTMENT No. 2, WINGWALL No. 2	SB-A5-65 CURB JOINT DETAILS
BR 313	ABUTMENT No. 3, WINGWALL No. 3	PRESTRESSED CONCRETE PILES - JOINT
BR 314	ABUTMENT No. 4, WINGWALL No. 4	COMMITTEE, AASHTO COMMITTEE ON BRIDGES
BR 315	FOOTING DETAILS ABUTMENTS 1 & 2 AND TYPICAL SECTIONS	& STRUCTURES & PRESTRESSED CONCR. INST.
BR 316	FOOTING DETAILS ABUTMENTS 3 & 4 AND TYPICAL SECTIONS	SB-PI-66 CAST-IN-PLACE CONCRETE PILING
BR 317	PIER No. 1 & PIER No. 2	
BR 318	APPROACH SLAB No. 1	
BR 319	APPROACH SLAB No. 2	
BR 320	APPROACH SLAB No. 3	
BR 321	APPROACH SLAB No. 4	
BR 322	REINFORCING STEEL DETAILS	
BR 323	REINFORCING STEEL DETAILS	
BR 324	REINFORCING STEEL DETAILS	

FAIR HAVEN - RUTLAND BHF MEMB(2) SHEET 11 OF 45 BRIDGE 3 & 4 FOR REFERENCE ONLY

VERMONT STATE HIGHWAY DEPARTMENT TOWN OF FAIR HAVEN

U.S. ROUTE 4 RELOCATED OVER CASTLETON RIVER PLAN AND ELEVATION

McFARLAND-JOHNSON CONSULTING ENGINEERS BINGHAMTON, NEW YORK

DESIGNED BY [] CHECKED BY [] DATE 11-2-67
DRAWN BY [] IN CHARGE HGG SCALE AS NOTED

PROJECT NO. FO 20-1(4) SH 11 OF 59